

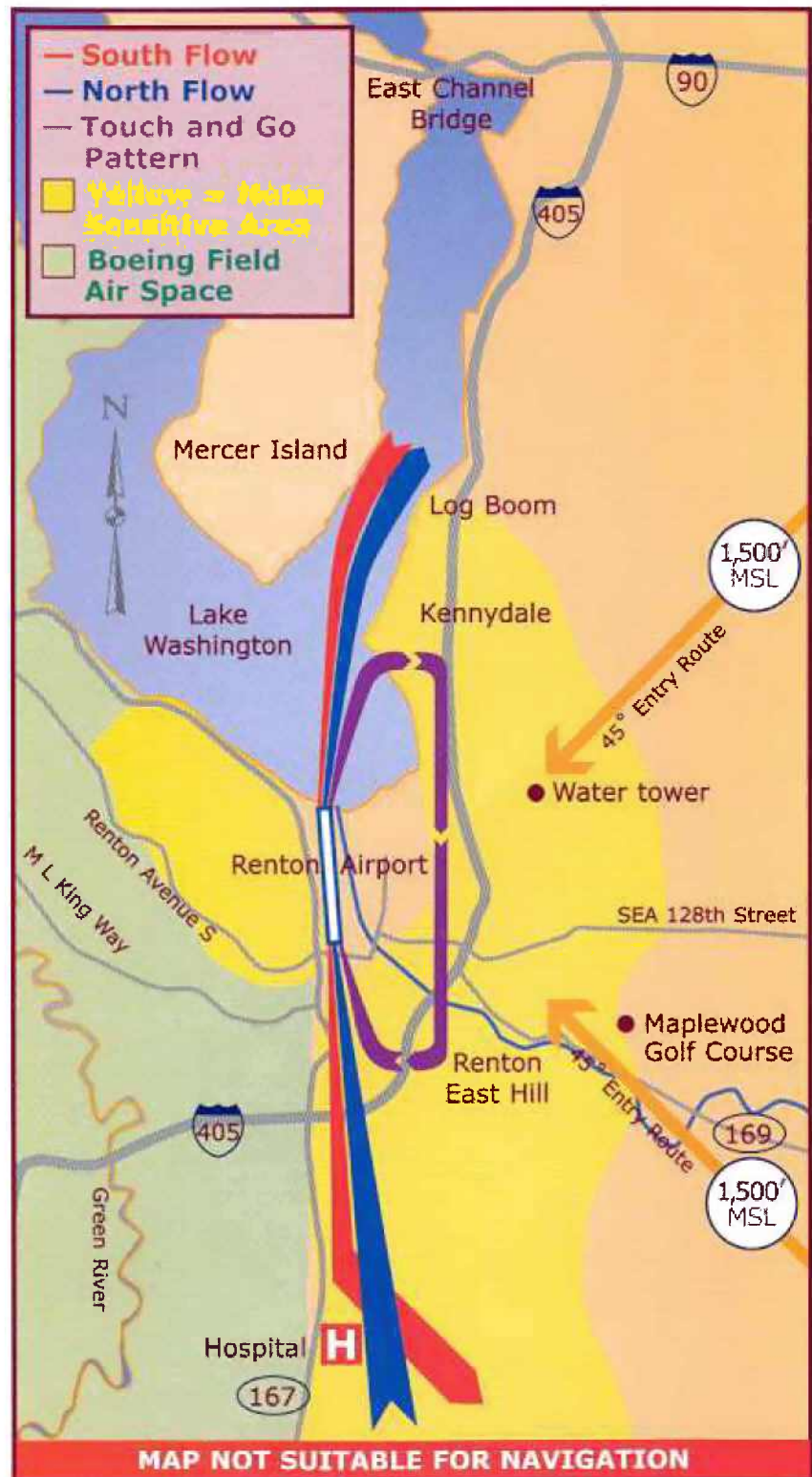


## VOLUNTARY NOISE ABATEMENT PROCEDURES

- Maintain highest FAA-advised altitude over noise-sensitive residential areas identified in yellow on map. (Reference VFR proceedings for noise-sensitive areas in FAA A/C 91-36C.)
- Honor voluntary curfew of nighttime engine maintenance run-ups.
- See special procedures for seaplanes and helicopters.
- For information on the city of Renton go to: [www.gorenton.com](http://www.gorenton.com). To learn more about Renton Airport go to [www.ci.renton.wa.us](http://www.ci.renton.wa.us) under transportation systems.

## FLY FRIENDLY PROGRAM

The philosophy of Renton Airport is that voluntary compliance and pilot participation in its Fly Friendly Program are critical to managing aircraft noise.



## RENTON AIRPORT VOLUNTARY NOISE ABATEMENT PROCEDURES

---

- Noise abatement procedures at Renton Airport are voluntary measures by pilots to “fly friendly” and be good neighbors to the citizens who live under aircraft flight paths. Pilots should deviate from these procedures only when necessary to comply with any Air Traffic Control requests or in the interests of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures. All altitudes are MSL.
- **For aircraft with a constant speed propeller:** After takeoff, pilots should reduce propeller RPM when at safe altitude at or below 700'. The propeller RPM may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.
- **For take-offs which remain in the traffic pattern:** Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning cross wind, reduce power to pattern power at 1,000', and fly a close-in downwind West of I-405. Pilots should avoid descent over Kenndale and Renton East Hill below 800', turning base before these areas or maintaining altitude as necessary to fly over them at or above 800'.
- **For departures leaving the traffic pattern:** Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at Cruise Climb speed to departure altitude.
  - a) **For North Flow East Channel Departures:** Pilots should fly the centerline of the East Channel to the East Channel Bridge unless instructed otherwise by tower.

### QUIET FLYING IS GOOD BUSINESS

**Remember: Propeller RPM is the largest contributor of excessive noise.**

**Altitude and distance from noise sensitive areas also significantly reduce the noise footprint.**

b) **For North Flow Downwind Departures:** Pilots should fly the centerline of the East Channel to 1,000' before turning cross wind.

c) **For a South Flow Southeast Departure:** Pilots should fly runway centerline to 1,000', then left heading 130 degrees and continue to climb to at least 1,500' before turning on course.

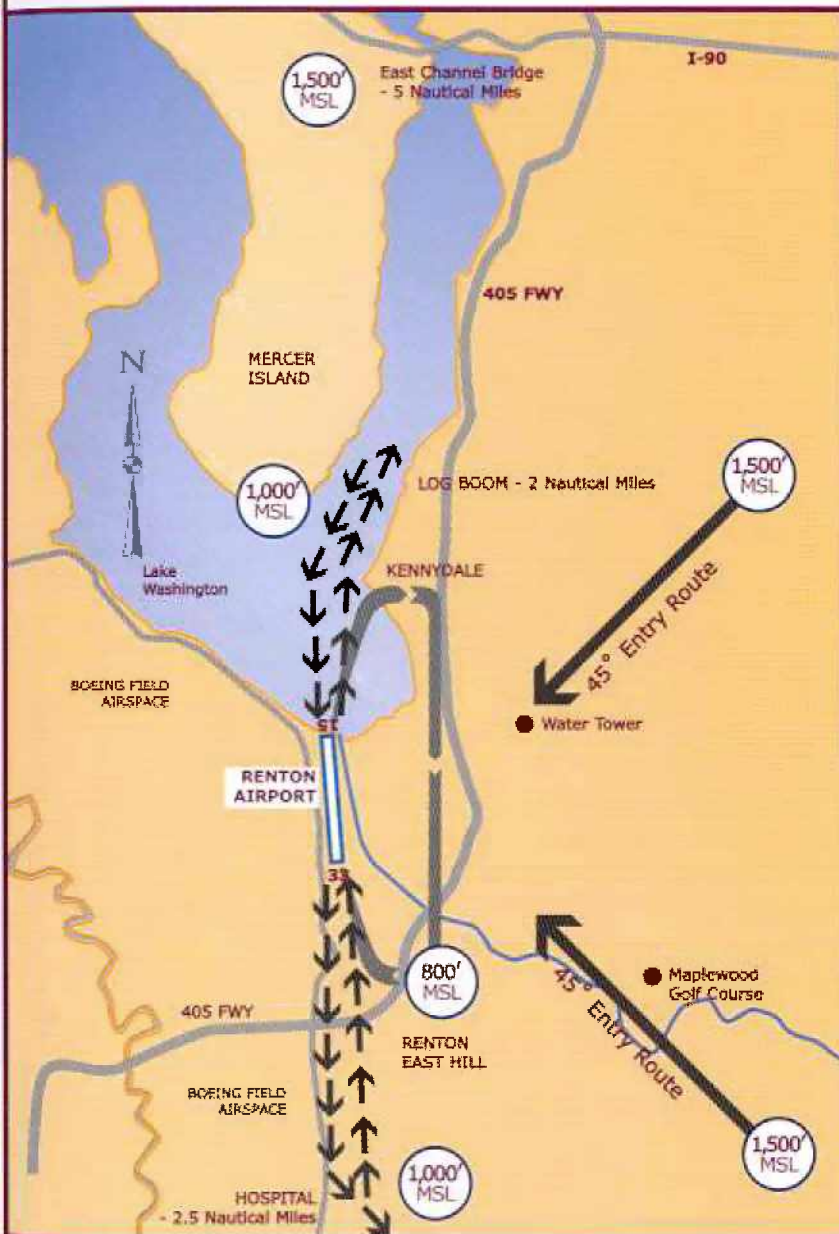
d) **For a South Flow Downwind Departure:** Pilots should fly runway centerline to 1,200' before turning cross wind.

- **For approach and landings:** Pilots should approach the traffic area as high as practical at minimum power and minimum prop RPM, descending to arrive at the traffic pattern at traffic pattern altitude
- **For South Flow arrivals from the North:** Pilots should cross the East Channel Bridge at or above 1,500', maintain the centerline of the East Channel until south tip of Mercer Island, descend as late as practical to intercept final approach course, and avoid any over flight of Mercer Island.
- **For South Flow arrivals from the South:** Pilots should enter the traffic pattern at 1,000' on the ATC designated path or location and fly a close-in downwind, West of I-405. Pilots should avoid descent over Kenndale below 800'. Turn base before Kenndale or maintain altitude as necessary to fly over Kenndale at or above 800'.
- **For North Flow arrivals from the South:** Pilots should maintain 1,500' until intercept of visual glideslope and then fly at or above the glideslope to a straight-in landing.
- **For North Flow arrivals from the North:** Pilots should maintain at least 1,500' as long as practical, descending to cross over the “white water tower” at 1,200' or Kenndale at 1,000', as designated by ATC. Pilots should fly a close-in downwind, West of I-405. Pilots should avoid descent over Renton East Hill below 800'. Turn base before the hill or maintain altitude as necessary to fly over the hill at or above 800'.

### PROCEDURES FOR HELICOPTERS

- **Arriving:** Enter the traffic pattern at or above 500' MSL and do not turn base leg closer than 1/2-mile.
- **Departing:** Proceed straight out until 1/2-mile from the airport and 500' MSL before proceeding on course.
- **Mid-field Arrivals and Departures:** To be flown as instructed by tower.

# RENTON AIRPORT VFR PROCEDURES NORTH & SOUTH FLOW - RUNWAYS 33 - 15



**Published by Renton Airport**

Phone: 425.430.7471

FAX: 425.430.7472

## RENTON AIRPORT INFORMATION

### GENERAL

ASOS:	425.255.6080
Airport Office:	425.430.7471
Field Elevation:	32 feet
Latitude:	N47°29'35.263"
Longitude:	W122°12'56.672"
Police/ARFF:	911/425.237.2222
Control Tower:	206.764.6632
Flight Service Station:	206.658.6606

### FREQUENCIES

Do Not enter Class Delta airspace unless two-way radio contact has been established with Renton Tower.

Controller	Function	Frequency
Local	Runway 15/33	124.70
Ground Control	Taxi	121.60
Seattle Approach	Transitional Airspace	119.2/123.9
Seattle Approach	VFR	
	Practical Approaches	125.9
Other	UNICOM	122.85/122.95
	ATIS	126.95
	NDB	353 Khz

### PATTERN ALTITUDE

East Traffic Pattern Altitude:	1,000 feet AGL
West Traffic Pattern Altitude:	1,200 feet AGL

### SERVICES AVAILABLE

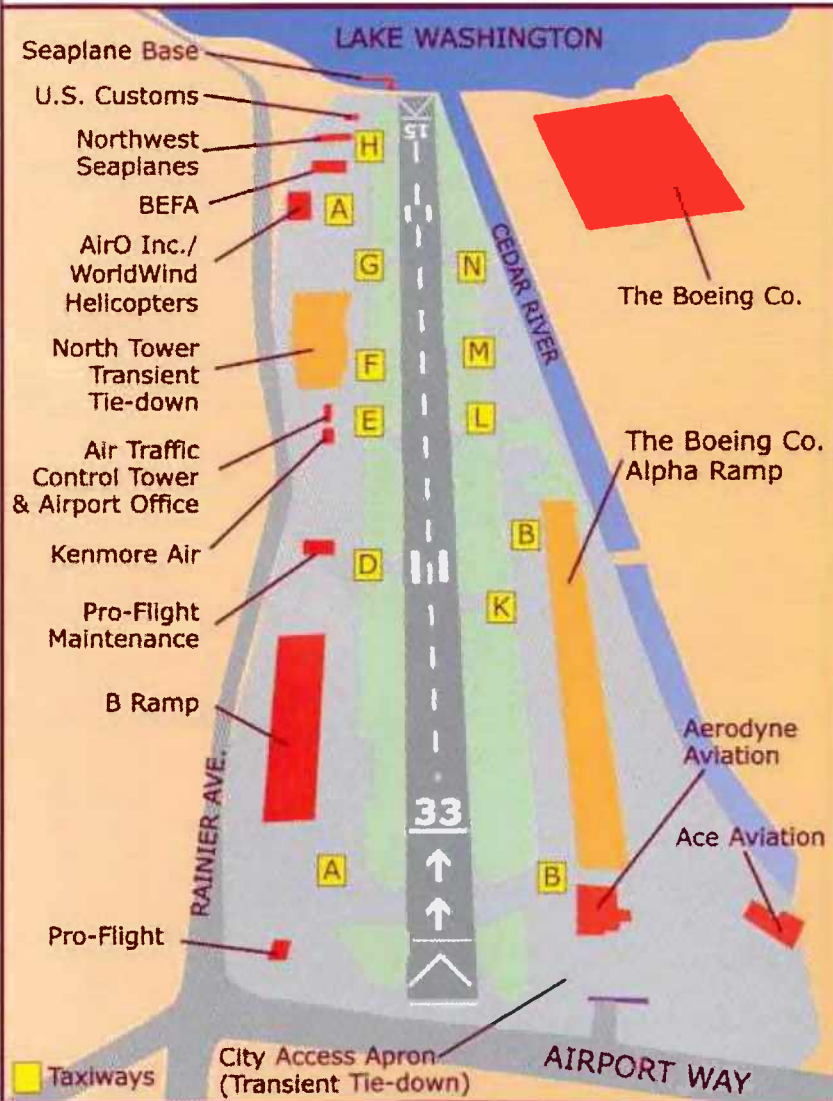
Avionics & Repairs	ARFF - 24/7
FBOs	ATCT - 7a.m. - 8 p.m.
PRO-FLIGHT - 122.85	Oct 1 - April 30
AIRO - 122.95	7a.m. - 9 p.m.
	May 1 - Sept. 30
Flight Training	US Customs (ADCUS)
Hangars/Tie Down	Fuel (Jet A/100LL)
Helicopter Services	

For parking arrangements of corporate, business or jet aircraft contact: **AirO Inc.** 425.271.8447 or **Pro-Flight** 425.228.9510



## SERVICES

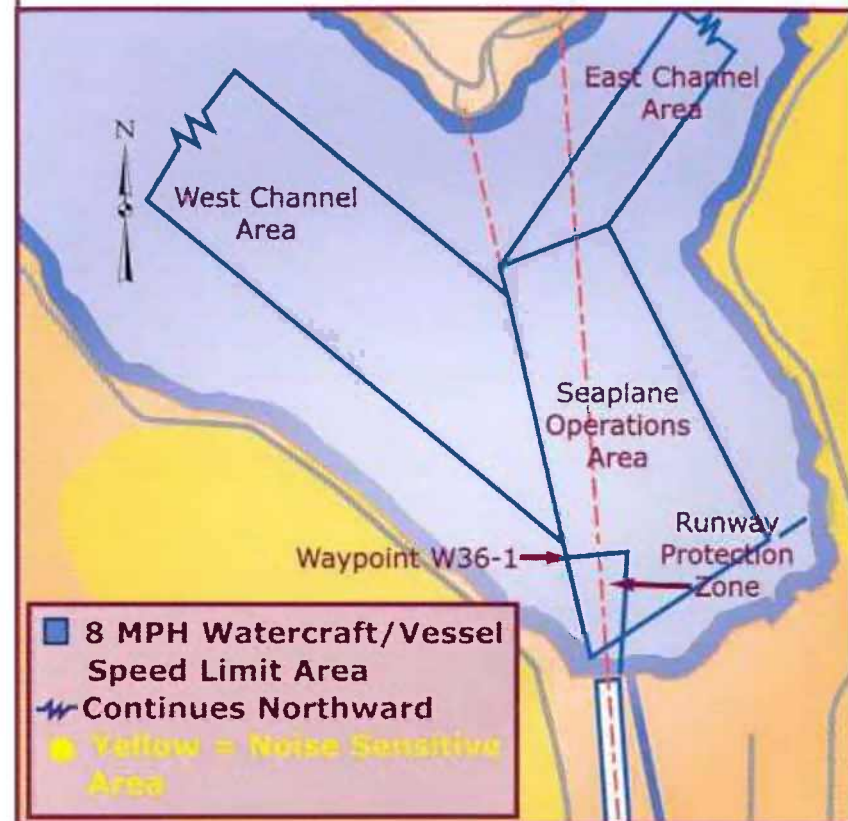
1. Ace Aviation - 425.204.0845
2. Aero Tech Avionics - 360.340.1754
3. AirO, Inc./WorldWind Helicopters - 425.271.8447/8441
4. Kenmore Air - 425.486.3224
5. N.W. Seaplanes - 425.277.1590
6. Pro-Flight Aviation - 425.228.9510
7. Pro-Flight Maint. - 425.228.9510
8. U.S. Customs - 206.553.7960



## RUNWAYS

<b>RUNWAY 15</b>	5079'X200'	300' displaced threshold Glide path is 3.00" (2-light PAPI on left)
<b>RUNWAY 33</b>	5039'X200'	340' displaced threshold Glide path is 3.75" (2-light PAPI on left)

## WILL ROGERS-WILEY POST SEAPLANE BASE



- All take-offs, landings and idle taxiing should be carried out within the area identified as the Seaplane Operations Area, consistent with wind, weather, and boat traffic. This area is east of an imaginary line connecting the seaplane dock and a red-roofed building at the southwest point of Mercer Island. The azimuth of this line is 320° magnetic from the dock.
- Pilots should enter and exit the seaplane base operations area via the routes shown. Remain at or below 800 feet MSL while in the west channel to avoid Boeing airspace when Boeing Field is VFR.
- No step taxiing.

## WILL ROGERS-WILEY POST SEAPLANE BASE

Seaplane Base Virtual Buoy, Waypoint W36-1

Longitude 47°30'19.82"N

Latitude 122°13'10.74"W